

CELEBRATING A CENTURY OF
MANUFACTURING IN BAY CITY**HON. JAMES A. BARCIA**

OF MICHIGAN

IN THE HOUSE OF REPRESENTATIVES

Thursday, September 9, 1999

Mr. BARCIA. Mr. Speaker, for the past 100 years GM Powertrain has been an anchor for the families in my hometown of Bay City, Michigan by providing stability and economic security. For generations, plant managers and members of United Auto Workers Local 362 have worked together to create a unique partnership. It is this relationship that in many ways makes Bay City a model for communities all across the United States.

Since the dawn of this century, the company and the community have worked together in the transportation industry to provide high quality vehicles for our community, state and nation. Initially a successful producer of bicycles, the factory expanded to the newly burgeoning automotive industry. By 1909, nearly 500 employees were producing parts for the legendary Packard and Studebaker. And by 1912, the National Truck Company was producing the chain-driven Natco Truck. In 1916, Mr. William C. Durant bought the plant and began production of the four-cylinder engine, introduced by Chevrolet. It was at this juncture in the company's history that an important milestone was achieved, not only for the families of Bay City, but for families everywhere. This was the organization of one of the oldest UAW locals in the country, Local 362, which remains greatly influential today.

In 1937, UAW Local 362 received its official charter, and shortly thereafter, pay for many of the employees rose to about one dollar per hour. And thus the remarkable relationship between the two entities—the union and the company; the working men and women and their employer—was off to an auspicious beginning. Today, that relationship is renowned across our nation for pioneering the concept of the “living agreement”.

This unique relationship between labor and management is truly an incredible success story. In 1986, GM Powertrain-Bay City and UAW Local 362 agreed to resolve disputes as they came about, rather than letting these disputes fester until a designated negotiating period. This “living agreement” has strengthened the ties between the two entities and most importantly, has resulted in a better standard of living for all of the families in Bay County.

Mr. Speaker, I am pleased to add my voice to those who speak with pride about GM Powertrain-Bay City and its centennial of civic achievement and contribution. GM Powertrain would not be the pillar of our community that it is today without generations of dedicated individuals including the current Plant Manager Bill Bowen, and the current Local UAW 362 President Louis Roth. I urge you and our esteemed colleagues to join me in applauding General Motors Powertrain and its 100 successful years.

EXTENSIONS OF REMARKS

GOOD LUCK AND CONGRATULA-
TIONS TO ROBERT A. GLACEL**HON. CHET EDWARDS**

OF TEXAS

IN THE HOUSE OF REPRESENTATIVES

Thursday, September 9, 1999

Mr. EDWARDS. Mr. Speaker, today I rise to congratulate Brigadier General Robert A. Glacel on a distinguished military career and wish him the very best on his retirement. I hope Members will join with me to thank General Glacel for his contributions to our Army and our country.

General Glacel is a consummate professional whose performance in over three decades of service, in peace and in war, has personified those traits of courage, competency and commitment that our nation has come to expect from its Army officers.

Robert Glacel entered service after graduating from the United States Military Academy and being commissioned as a second lieutenant in 1969. He served as a forward observer, artillery liaison officer and assistant executive officer in the 3rd of the 319th Field Artillery battalion in Vietnam. There he received the Bronze Star Medal for his valor. He immediately assumed command of an artillery battery in Germany in 1971, followed by successful command of a division artillery platoon and as the division artillery intelligence officer.

After earning two masters degrees from MIT, Cambridge, Massachusetts, General Glacel instructed and was an assistant professor at West Point in the Engineering Department. He also earned his MBA while tenured there. After the West Point assignment, he returned to the field and served as the Operations Officer and Executive Officer for the 1st of the 37th Field Artillery battalion in Fort Richardson, Alaska. With a stint at the Pentagon as an Operations Research/Systems Analyst in between, General Glacel was then selected to command the 1st Battalion, 4th Field Artillery, 3rd Brigade, 2nd Infantry Division in Korea from 1987 through 1989.

After attendance at the Industrial College of the Armed Forces, General Glacel returned to the Pentagon as a Military Political Planner in 1990 with the Joint Chiefs of Staff. He became the Chief of the Conventional Forces in Europe (CFE) Branch, and was the lead negotiator in the historic CFE Treaty process and was a mainstay on the United States planning teams in Washington and Brussels, Belgium. He was also a major contributor to the new European security structure.

General Glacel was then selected by the Army to command the 7th Infantry Division (Light) Artillery Commander out of Fort Ord, California. Following his successful command, he served as the Executive Officer to the Under Secretary of the Army. In this role, he ably provided guidance and direction to the Army staff, and served as liaison between the Under Secretary, the Office of the Secretary of Defense, Office of the Joint Chiefs of Staff and assistant secretaries and Army Staff. He demonstrated diplomacy, decision making, leadership and perseverance.

General Glacel was then selected to serve as the Chief of the Requirements and Programs Branch for the Commander, SHAPE.

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He was the SHAPE commander's subject matter expert for the Defense Planning Process across the whole of the Allied Command Europe.

His most recent assignment put the general at the head of the Test and Experimentation Command (TEXCOM) at Fort Hood, Texas, which is in my congressional district. He quickly gained credibility with senior Army leadership through the data collection effort for the Division Warfighting Experiment (DAWE), making TEXCOM the Army's data collector of choice for all future experiments associated with the digitized division and corps design through the Force XXI process.

On a personal note, I am grateful to call Robert Glacel a close, personal friend. He is a role model for all of us: a man of integrity, decency, and compassion.

Let me also say that every accolade to Robert Glacel must also be considered a tribute to his family, his wife of 30 years, Barbara, and his three lovely daughters, Ashley, Sarah and Jennifer. As a wife and mother, Barbara has been a true partner in all of Robert's accomplishments. Robert and Barbara have made their community and our country a better place in which to live. They have touched so many lives, through their consideration and sincere caring.

Robert Glacel's career reflects a deep commitment to our nation, which has been characterized by dedicated, selfless service, love for soldiers and a commitment to excellence. I offer my heartfelt appreciation for a job well done over the past thirty years and best wishes for continued success, to a great soldier and defender of freedom. I ask Members to join me in wishing Robert, Barbara and their three daughters every success and happiness in the future.

INTRODUCTION OF THE UNITED
STATES LIFE-SAVINGS SERVICE
HERITAGE ACT**HON. FRANK PALLONE, JR.**

OF NEW JERSEY

IN THE HOUSE OF REPRESENTATIVES

Thursday, September 9, 1999

Mr. PALLONE. Mr. Speaker, today I introduce the United States Life-Saving Service Heritage Act, legislation to celebrate one of the most inspiring periods in America's maritime history. This legislation would establish a comprehensive program to inventory, evaluate, document, and assist efforts to restore and preserve surviving historic lifesaving stations. I am pleased that my Jersey Shore colleague Representative FRANK LOBIONDO has joined me in this effort.

The history of lifesaving in the United States dates back to 1785, when the Massachusetts Humane Society began building huts along the Massachusetts coast to aid shipwreck victims. These huts were later fitted with surfboats, beachcarts, and other lifesaving equipment. Beginning in 1847, the Federal government recognized the importance and necessity of lifesaving efforts when Congress provided a series of appropriations to establish lifesaving stations equipped to render assistance to shipwrecked mariners and their passengers.